

THE HONG KONG TELEGRAPH

No. 110.]

HONGKONG, THURSDAY, OCTOBER 20TH, 1881.

[PRICE—\$16 PER ANNUM.

Shipping.

FOR
PORT DARWIN, THURSDAY ISLAND,
COOKTOWN, TOWNSVILLE, SYDNEY,
and MELBOURNE,
(Taking through Cargo for New Zealand
via Foochow).

THE EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY'S STEAMER
"CATTERTHUN,"
will be despatched as above on TUES-
DAY, the 25th instant, at 4 p.m.
For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th October, 1881.

Intimations.

HONGKONG RACES, 1882.

THIS Meeting will take place on
(Thursday, Friday, and Saturday),
the 23rd, 24th, and 25th February,
1882.

Gentlemen having suggestions to
offer, or presentations to make are in-
vited to communicate with the Clerk
of the Course on or before the 22nd
instant.

Hongkong, 17th October, 1881.

FOR SALE.

A SIX-OARED GIG, good as New, Oars
Rowlocks, and everything com-
plete. The boat is suitable for a House
Boat or Captain's Gig.

Apply at the office of this Paper.
Hongkong, 18th October, 1881.

NOTICE.

I have this day established myself
as Merchant and General Commiss-
ion Agent, under the style of W. G.
HUMPHREYS & Co.

W. G. HUMPHREYS,
Bank Buildings,
Hongkong, 1st October, 1881.

JUST RECEIVED.

A SMALL SIZE MELODIAN, by GEO.
A. PRINCE & Co., Buffalo, N.Y.
FOR SALE CHEAP.
Apply at the VARIETY STORE,
Hongkong, 10th October, 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS
AND

JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.
CHRONOMETER, WATCH, AND
CLOCK-MAKERS,

Jewellers, Silver-smiths, and
Opticians.

Charts and Books.
Nautical Instruments.

Sole Agents
for Louis Audemars' Watches;
awarded the highest Prizes at every
Exhibition;

and for Voigtländer and Sohn's
Celebrated OPERA GLASSES,
MARINE GLASSES; and SPECTACLES
No. 38, Queen's-road Central.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE
LONDON AERATED
WATERS,
AND GENERAL AGENTS.
7, Beaconsfield Arcade.

NOTICE.

GOODS received on STORAGE, at
the Blue Building Godowns,
Marine Lot 65, Prayer East, and ad-
vances made on the receipt.
For the MEERIE Godown Co.,
J. M. GUEDES, Jun.
Hongkong, 3rd October, 1881.

Intimations.



R.

WAR DEPARTMENT CONTRACTS.

NOTICE TO BUILDERS.

TENDERS are required for the
ERECTION of COVERED PAS-
SAGES at VICTORIA BARRACKS.

Parties desiring to Tender for the
Erection of these Works must leave
their Names at the Royal Engineer
Office on or before the 22nd October,

1881, and pay the sum of Three Dol-
lars for the Specifications and Bill of

Quantities, which will be furnished to
them by the Government Surveyor.

Bill of Quantities and Specifications
will be printed in English only.

The Secretary of State does not bind
himself to accept the lowest or any
Tender.

A. MEYER, A.C.G.,
District Commissary-General.

Commissariat,
Hongkong, 19th October, 1881.

Auctions.

PUBLIC AUCTION
OF
ENGLISH, AMERICAN, AND CANTON-MADE
HOUSEHOLD FURNITURE.

THE Undersigned has received in-
structions to Sell by Public Auction,

TO-DAY,
the 20th October, 1881, at 2 p.m., at
No. 2, Gage Street,

The whole of the
HOUSEHOLD FURNITURE,
comprising:

English-made Walnutwood Drawing-
room Suite, Plush-covered; Cot-
tage Piano, by Beobstein, full 7 Oct-
aves, made expressly for this climate;

Blackwood-carved and Japanese tables
Vases, Ornaments, Chromo-Engravings,
English-made Walnutwood Yang-
ing Etageres, with Plate-glass Back;

Mirrors, Gilt Bracket Mirrors, Fender
and Irons, Lace Curtains and Poles
and Cornices; Mahogany Extension
Dining Table, English-made; Teak-
wood Sideboards and Whinneys; Glass,
Plated and Orockery Ware; Carpets
and Heath Rugs, Cretonne-covered
Bed-room Suites, Couches, Easy Chairs,
Lounges, American-made Black Wal-
nutwood Bedsteads, Spring and Hair
Mattresses, Marbletop Washing Stands,
Lady's Mahogany Wardrobe, with
Plate-glass Door; Davenport, Black-
wood Marble-top Dressing Table,
Toilet Tables, Cheval Glass.

&c., &c., &c.

Catalogue will be issued previous to
the Sale, and the Furniture on view on
WEDNESDAY NEXT, the 19th Instant.

TERMS.—Cash on delivery.
G. R. LAMMERT,
Auctioneer.

Hongkong, 17th October, 1881.

Afong, Photographer.

HAS A LARGER COLLECTION of
VIEWS than any other in
CHINA,
Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all
other Styles of Portraits at equally
moderate prices executed under the
supervision and management of

D. K. GRIFFITHS,
Studio 8, Queen's-road.

TUITION IN THE FRENCH LANGUAGE.

by Monsieur LOUIS PIRON, aine;
SINGING (CULTURE OF THE VOICE).
by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.
Hongkong, August 30th 1881.

Intimations.



R.

SEALED TENDERS will be re-
ceived by the Undersigned on or
before MONDAY, the 24th instant, at
Noon, for the building of a TORPEDO
MOORING STEAMER and a WOODEN
TORPEDO LIGHTER (including
machinery), according to Specifica-
tions and Conditions, which can be
seen on application to the Naval Store-
keeper's Office.

The Naval Storekeeper reserves to
himself the right to reject the lowest
or any Tender.

E. B. JOREY,
Naval Storekeeper.

H.M. Naval Yard, Hongkong.

3rd October, 1881.



R.

GOVERNMENT NOTIFICATION.

REGULATIONS BY THE GOVERNOR IN COUNCIL
UNDER THE PROVISIONS OF SECTION 25
OF ORDINANCE 8 OF 1879.

WHEREAS it has been made to appear
to the Governor in Council that there
is reasonable cause for believing that
Batavia, Samarang, and Sourabaya are
places now infected with infectious dis-
ease, viz., Cholera; it is hereby or-
dered that all vessels arriving from
those Ports shall immediately, on en-
tering the water of this Colony, FLY
the QUARANTINE FLAG; and no
such vessels shall communicate with
the shore or with other vessels until
permission to do so has been given by
the Health Officer.

This Order shall come into force on
the 13th Day of October, 1881.

ARATHOON SETH,
Acting Clerk of Councils.
Council Chamber,
Hongkong, 13th October, 1881.



R.

GOVERNMENT NOTIFICATION.

No. 219.

SALE OF THE OPIUM FARM.

NOTICE is hereby given, that TEN-
DERS for the PRIVILEGE of PRE-
PARING and SELLING PREPARED
OPIUM within the Colony for the term
of ONE, TWO, or THREE YEARS
from the 1st of March, 1882, under
the provisions of Ordinance No. 2 of
1858, No. 1 of 1859, and No. 7 of
1879, will be received at this Office
until Noon on MONDAY, the 24th
October, 1881.

Each Tender should specify the
monthly payment offered for the period
above-mentioned.

The Government does not bind itself
to accept the highest or any Tender.

Should the highest Tender be less
than the sum the Governor thinks a
fair price for the Opium Farm, His
Excellency in Council will grant Li-
cences direct under Section 3 of the
Ordinance, and take such further steps
as may be necessary to realize a fair
price.

By His Excellency's Command,
M. S. TONNOCHY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 20th August, 1881.

William Schmidt & Co.

GUNMAKERS, &c.

BEACONSFIELD ARCADE.

Arms, Ammunition, and Requisites
of every description.

Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Arms and Ammunition
always on hand.

For Sale.

SAYLE & CO.'S SHOWROOMS.

NEW GOODS.

Ex Fleurs Castle.

New Black Dress Silks.

Dress and Millinery Satins.

Coloured Plushes and Rosettes.

Ladies' and Children's Merino Hosiery.

Two, Four, Six, and Eight Button Kid

Gloves.

Suede's Gloves.

Ladies' Spun Silk and Cashmere

Jerseys.

Boys Jersey Suits.

Scrap Albums.

Relief Pictures for ditto.

Nail, Tooth, and Hair Brushes.

&c., &c.

Ball, Reception, and Wedding Dresses made in the most Fashionable Styles.

VICTORIA EXCHANGE, QUEEN'S ROAD, HONGKONG.

Hongkong, 17th October, 1881.

ED. CHASTEL & CO.

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and
pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE, CLOS DE

MAURIN, &c., &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.

CHARTREUSE, CURACOA, MARASCHINO.

Price list on application:

BY SPECIAL APPOINTMENT TO

H.E. THE GOVERNOR OF HONGKONG.

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China.

Is now showing a large and well selected Stock of Black and Blue
BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, WESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS, French, WITNEYS.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS, viz.:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,

HONGKONG.

SHANGHAI PHARMACY,

SHANGHAI.

CANTON DISPENSARY,

CANTON.

THE DISPENSARY,

FOOCHOW.

Notices to Subscribers.

All communications should be addressed to the Editor of "Hongkong Telegraph," 15, Wellington Street.

All letters for publication must be written on one side of the paper only.

Correspondents are requested to forward their names and addresses with all communications intended for insertion, not necessarily for publication, but as evidence of good faith.

Notices to Correspondents.

Subscribers who do not receive their newspapers within thirty-five minutes after the time of publication will oblige by communicating with the Editor. Domestic Notices, if properly authenticated, will be inserted free of charge.

Notice to Advertisers.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

THE
Hongkong Telegraph.

HONGKONG, 20TH OCTOBER, 1881.

THE extent and value of the Western trade of China are hardly, we think, so well known as that of other parts of the Empire accessible to foreigners. Bhamo has been for years the entrepôt of the Southern portion of this trade, and is better known to us than the more northerly district which finds an outlet in Asiatic Russia. The steamers of the Irau-addy Flotilla ply regularly once a month between Bhamo and Mandalay, running oftener when necessary, with attached flats, carrying frequently as much as 1,000 tons of cargo to and fro. Mandalay is in weekly communication with Rangoon. Bhamo is a thousand miles above Rangoon. Caravans arrive about once in every fortnight at Bhamo from Yunnan and other parts of China, with which trade relations have been established, and take back British cotton and other goods in exchange for the miscellaneous packages they bring, mules or ponies being the carriage employed. The route via Mattin, which had been closed for twenty years, has been recently re-opened for traffic, and will conduce greatly to an increase of trade—being safer and easier than that via the Tapaing river to Myothet and thence over the Kakayan hills. The unsettled condition of Upper or Independent Burma naturally affects this trade, which would, doubtless, have assumed larger dimensions, but for the removal of the British Political Agent in 1879, and the security and confidence which his presence, in an out-of-the-way corner of the world, entailed. So much for the South-West. But what will be the result of the gigantic plan of colonisation in the opposite direction if Russia carries out her intentions with regard to the North-East. In discussing this question, a writer in the *New York Herald* says that "the plan of Russia to settle 40,000 families in the country to the south of Vladivostock, her most southern port on the Pacific Coast, becomes all the more significant when viewed in connection with the treaty she has just ratified, after three years of weary negotiations with her persistent Chinese neighbours. By this treaty she has

voluntarily given up to its former owners the fertile Province of Kuldja, or the ancient Ili, lying directly north of the Kashgar Valley, and one of the few possessions she had in Asia that yielded any revenue. China thus acquires her ancient western boundary, and her empire is restored to its pristine limits. It was 18 years ago, at the time of the Mohammedan uprising, that Kuldja was released from Chinese hands, and for 10 years past it has been under the sway of the Russian Czar. China, by the treaty, pays some pecuniary indemnity, but it is little more than a fair return for heavy expenses Russia was put to last year, and the payment of it is extended over a period of two years, while Chinese occupation of the province begins at an early date. Other concessions made to Russia relate entirely to trade. They include the right to enter China by another passage through the Great Wall, there having been for Russian merchants heretofore only one passage-way in 200 years. It does not appear, however, that Russian trade will derive any

important increase from this second gate, which lies at the western end of the Great Wall. To the north of it there is a vast steppe, without towns and almost without roads, while to the south extend the barren table-lands of Thibet, neither of which countries would be of any startling service in the development of trade. Even the tribes that now live there have a grim struggle for existence, and what Russia can find of satisfaction in this concession for the surrender of Kuldja it is impossible to see. Elsewhere, if anywhere, her satisfaction evidently must be found. She will, at least, it is believed, obtain in China a neutral Asiatic power, for China, having now acquired her ancient boundary, and always unambitious to extend her territory beyond that, might easily remain indifferent to Russian conquest elsewhere in Asia. It is perfectly well known that for more than a generation Russia has desired on the Pacific Coast a harbor that would remain open all the year. She did not get this in Nicolajevsk, at the mouth of the Amoor, nor has she realized in Vladivostock, further south, on the Sea of Japan, what she expected. On the Corean coast, opposite Vladivostock, there is a port known as Lazareff, which would be, reports affirm, all that Russia could desire. Her sending 40,000 families—the population of a small city—to that neighbourhood makes it look extremely suspicious whether the Asiatic eye of Russia is not now fixed upon Corea, or enough of it to

secure the first-class Asiatic port she so much desires."

As the promoters of the proposed Tramways scheme for Hongkong ought to be made aware of the full extent of their responsibilities towards the public, a rather peculiar case, Page v. The London Tramways Company, which was heard at the Croydon Assizes, may be of some interest. The defendants admitted their negligence, and the question resolved itself into one of damages. The accident in question was of a very peculiar nature. The plaintiff was foreman to his father, who is a boot manufacturer in Peckham, and on November 26th he was standing at the door of the shop when a train-car of the defendants was driven against a hansom cab, the result being that the driver of the latter was hurled from his seat upon the plaintiff, who sustained very serious injuries. He was in a semi-unconscious state for some hours, and was confined to his bed for four weeks, and to the house for a fortnight longer. The medical evidence showed that the plaintiff received concussion of the brain and injury to the hip, and that his health was still in a very unsatisfactory state. He received £1 a week from his father as wages, and £1 for commission, and his doctor's bill came to £15. The defendants had paid £5 into Court, and the jury found a verdict for the plaintiff, with £25 damages in addition to the sum paid into Court.

Captain Michaelson, Royal Inniskilling Fusiliers, took a company across to Kowloon this morning to go through its annual course of musketry instruction.

The British ship *Hindostan* will come out of Kowloon Docks this afternoon. The O. & O. S. S. Co.'s steamer *Gaelic* will go to Aberdeen on Saturday morning.

The agents of the Austro-Hungarian Lloyds Steam Navigation Company inform us that the Company's steamer *Verwaeris* left Singapore this morning for Hongkong.

We are informed by the Agent of the Messageries Maritimes Co. that the steamship *Yang-ssé*, with the next French mail, left Saigon for this port last night at midnight.

By the courtesy of the Superintendent of the Eastern Extension, A. & C. Telegraph Co. we learn that the French mail steamer *Yang-té* passed Cape St. James's at 4.45 this morning.

The Italian Sisters of Charity request us to publicly express their grateful acknowledgment and thanks to Mr. and Mrs. J. H. dos Remedios, for their valuable gift of a harmonium for use

in the chapel of the Convent.

It will be noted from our Canton correspondent's letter that the Chinese gunboat *Yang-wei* has got safely off the mud at the "Barrier" in the Back Reach of the Canton river, where she has been stuck fast for the last day or two. We hear this morning from another source that both the gunboats have already left Canton en route for this port, where the *Yang-wei* will go into dry dock to be thoroughly inspected.

The Formosa Bank Lightship constructed to the order of the Singapore Government by the Hongkong and Whampoa Dock Company, Limited, at Kowloon Docks, where she was launched a few weeks ago, left for her destination early this morning. She was towed outside the islands by the steamer *Fame*, and will sail down to Singapore. She is in charge of Captain Mooney, well known in Hongkong, as captain of the steamship *America*.

H. E. the Administrator gave a Garden Party at Government House yesterday afternoon which was well attended by the general community. The band of the Royal Inniskilling Fusiliers, under the leadership of Mr. E. Wallace, was in attendance, and played a tastefully selected programme in good style. Considering the success which invariably attends these *folia champêtre* entertainments it is rather surprising they are not more frequently indulged in at head-quarters.

H. E. the Governor, and Lady Hennéry are due to return to the Colony by the French mail steamer *Irauaddi* expected here on Saturday. It is possible, however, nothing having been heard of His Excellency's movements since his arrival at Peking, that he may have delayed his return for a few days. Owing to the obstruction of the telegraph lines between here and the North, we have been unable to ascertain whether he has yet reached Shanghai from the north, or left that port for Hongkong.

The cricket match between the Club and the Garrison, which commenced on Tuesday, terminated yesterday afternoon in the usual unsatisfactory drawn game. As will be seen from the full scores in another column, the Garrison in their two innings, scored 116 and 187, the Club in their only essay totalling 154. Is it not possible to arrange in future that all matches be played out? By commencing an hour earlier each day this might easily be done, or if necessary the match might be extended over three days.

An invention which will probably be appreciated by masters of vessels trading on the China Coast, where, during a portion of the year, fogs prevail to such an extent, has recently been introduced here. Messrs. Pillor, of Birmingham, have produced a mechanical fog-horn of great simplicity and enormous power, which is more easily worked than any now in use. The instrument is strapped across the shoulder, and worked by hand from that position, which is a manifest advantage over the others now used for the purpose. It may be seen—and heard—at Falconer's.

THE FATAL ACCIDENT AT THE SOOKUMPOO MARKET.

The inquiry into the death of the coolie who was killed by the fall of part of the Sookumboo Market on Friday night, was resumed yesterday afternoon before the coroner, Mr. H. E. Wedderhouse, and a jury composed of Messrs. S. S. Lowe, E. J. Hughes, and J. T. Lauts.

Mr. George Orley said—I am Inspector of Markets, and as such it is part of my duty to make a weekly report on the state of the markets as to their cleanliness; and if I see any repairs are wanted, I have to report them. It is not part of my duty to attend to the maintenance of the buildings. I have the Shek Tong Tsui Market, Sai An Koo, Taiping Shan, Central, Eastern, Wan Chi, and the Sookumboo Markets under my control. There are also two other markets under my supervision, at Yow Mah Tee and Shan Ki Wan. I make my reports to the Registrar-General weekly.

On the 26th September, I made my weekly report and included a list of markets which seemed to me in want of repairs, amongst them the Sookumboo Market. I said the roof was leaky, and required sundry repairs. On the 27th

in the chapel of the Convent.

It will be noted from our Canton correspondent's letter that the Chinese gunboat *Yang-wei* has got safely off the mud at the "Barrier" in the Back Reach of the Canton river, where she has been stuck fast for the last day or two. We hear this morning from another source that both the gunboats have already left Canton en route for this port, where the *Yang-wei* will go into dry dock to be thoroughly inspected.

The Coroner—They have the permission of the Registrar-General to do that? Yes, sir.

Mr. E. Bowdler said—I am Acting Surveyor-General, and as such I am responsible for the maintenance of the markets of Hongkong, and of all other public buildings.

The Coroner—What is your system?

Witness—They used to be inspected every three months up to 1873 by the clerk of works. It would be his duty in making these inspections to carefully examine the whole of the buildings in every part, and then report to the Surveyor-General the result of his examination in writing. He would also make an estimate of the repairs he considered necessary, and the Surveyor-General would submit it for the Governor's approval. Upon the Governor's approval being signified, the repairs would be at once taken in hand.

In transmitting these estimates, the Surveyor-General would make marginal notes as to such repairs as he considered might stand over for a time. The estimates I have been speaking of refer only to incidental repairs of fair wear and tear. Other damages of more serious nature, such as those affecting the structure and stability of the building, would be reported upon specially, and if no funds happened to be available from the regular estimate of the year, an extraordinary vote would have to be taken.

What has been the system since 1878?—That I cannot say, as the whole of my time has been given up to the Praya work, but I believe the inspection has been six-monthly instead of quarterly. Since I became Acting Surveyor-General on the 21st December, 1880, in consequence of the death of the Clerk of the Works, Mr. Prestage, and the limited staff which from one cause or another we now have, I have not found it possible to have any regular inspection carried out. The work is done from time to time as opportunity occurs, and when one market is put in repair, another is taken in hand. Mr. Prestage has been dead since the middle of last year, and no one has filled his place until the arrival of Mr. Hawara, five weeks ago, and it has not been found possible to effect regular, quarterly inspections as yet.

When was the last six-monthly inspection?—I cannot say. In the absence of the Clerk of the Works, these

have been done by the overseer, Mr. Bain and myself. I would go if Mr. Bain considered there was anything serious to look after, such as a white ant-eaten beam, or a cracked wall. All minor damages would be left for him to report upon.

Is he a skilled man? Yes, he has had considerable experience in the maintenance of buildings. The archives of the office will probably show when all the inspections have been made, though I cannot say for certain that the files are complete.

Do you know the Sookumboo Market?—Yes.

When was it erected?—In 1858. And has it at different times come under your notice?—Yes, but not specially, only in the ordinary course of my duties.

Has it ever been reported as structurally wrong, or as in a dangerous condition?—No.

Or as requiring more than the ordinary incidental repairs which any building requires from time to time?—No.

Were you surprised at its coming down?—Not considering the nature of the typhoon, when several buildings were damaged.

When were the last repairs done to it?—Abut three weeks ago, when it was inspecting by Mr. Hawara, who reported to me a few minor repairs which were required, amounting to \$40, which repairs were at once carried out.

Have you seen the place since it fell?—Yes.

What do you think about it?—I think it was caused by the pressure of the wind on the roof.

And you were quite satisfied with the state in which you found the timber?—Yes. I believe the accident was caused by the extra pressure of the wind on the roof acting on the end of one of the tie-beams supporting it, which I found was partially eaten by white ants at its extremity, resting upon a stone post. The post was nine inches square at the top. The breaking of this beam caused the fall of the rest of the roof in that part of the building. The beam in question was nine inches by five inches in thickness, and it was perfectly sound as far as I could see, with the exception of the end where it rested upon the post. The post supported nothing else except two cross plates which had nothing to do with the support of the roof. The beam was secured to the post by an iron bolt about one inch in diameter, running into the post to the depth of about four inches.

Was the end of the beam eaten much?—It was eaten through about one third of its thickness, all that part resting upon the post, about nine inches long. The beam was also somewhat weakened by having a post morticed into the top of the end about six inches square, which supported a ventilator, and it was here that the white ants commenced their attack, working inwards. The effect of this morticing, and the eating of the ants would be to take away about one half its strength, and it gave way under the pressure of the bad weather. From what I have seen, I am of opinion that no signs of white ants would be visible from the outside before the accident. Having seen the building and the débris, I see no reason to think this weakening of the beam ought to have been discovered by the clerk of the works in the inspection he made the other day. It would have required a very minute inspection which I had no intention of making at that time as there was nothing to lead up to it. I should not even have expected it would be discovered in our quarterly inspections. The beam was of Manila hard wood, and since the accident, all the other beams have been minutely examined, and with one exception have been found to be sound.

Is this wood very subject to being attacked by white ants?—They eat any wood, but as a rule, where wood is kept dry one does not expect to find white ants in Manila hard wood. The Coroner, addressing the Jury, said he thought they had better have an independent examination of the scene of the accident to assist the object of the inquiry, and he should therefore adjourn the inquest until Monday next.

Many a man is open to conviction who ought to be, but never is convicted.

LOSS OF THE BRITISH SHIP
"GERALDINE PAGE."

The *Geraldine Page*, a British ship of 1,500 tons, which left this port on the 28th September, has been lost on the Pratas Shoal, and is a total wreck. The vessel was on a voyage, in ballast, to Portland, Oregon, and had to anchor in Tamshui Channel till the 9th inst. on account of foul winds. On that day she made sail and had fine weather till the 12th, when the breeze gradually freshened and the barometer began to fall; in lat. 21° 7' N. long. 116° 26' E. on that day the bar. was 29.85. At sunset the weather looked threatening and at 10 p.m. stowed light canvas; at 4 a.m. on the 13th again reduced the canvas on the ship, and continued to shorten sail till nothing was left on her but mizzen staysail, main lower topsail, and fore topmast staylail. By this time a heavy gale was blowing from the N.E., and at 10 a.m. mizen staysail split; by noon the typhoon was at its height in lat. 20° 36' N. long. 117° 45' E. wind N.E., and main lower topsail blew away at 4.30 p.m. This weather lasted all night, the squalls being frequent at 6 p.m. throwing the ship over on her beam ends constantly. The wind got round to E.S.E. towards midnight, when, hauling gradually to the Southward, commenced to moderate in a downpour of rain. At 1.40 p.m. on the 14th a long white glister was seen to leeward, and at 1.45 the ship struck a reef on the eastern end of the Pratas Shoal, remaining hard and fast immediately on striking the ground, where she now lies, her masts standing, but her knees nearly twisted out of her, her position being about half a mile from the wreck of the *Bolton Abbey*. At seven o'clock the boats were got out, and the Chief Officer, Mr. Findlay, left in the pinnace with six men, one of whom, an able seaman named Dyer, was washed out of the boat by the surf when it caught her on the quarter and was drowned. The chief officer pulled to some junks lying at anchor inside the reef, and shortly after the Captain left the ship in the lifeboat with the rest of the crew (16) and got safely on board one of the junks, which landed them here this morning. Very little is saved, some of the men have just what they stand in, while others find time to collect a few articles of clothing.

CRICKET.

THE HONGKONG C. C. v. THE GARRISON.

When our report left yesterday at 12.45, the Garrison had finished their first innings for 116 runs, and the Club had scored exactly "century" for the loss of four wickets, Whyte and St. Croix being well "set," having totalled 30 and 15 respectively. The former after adding five to his score was caught off the slows by Young, Wilson taking the vacant wicket. Five for 108. White's 35 was composed of one-five, three-threes, six-twos, and singles; a really first class inning played without giving a single chance. On resuming play St. Croix was the next victim, falling to a trumper from Charley, having played very carefully for 20 runs, four-twos and singles. Six for 114. Wilson, who was playing in dashing style, was joined by Hynes, the worthy secretary, receiving quite an ovation as he walked to the wicket. Only three runs were added when the young player was smartly run out, a very near thing. Bell Irving was the incomer, and after rapidly compiling only one short of double figures, a curly one from Friend found its way to his middle stump. Hynes and Anton played very steadily, the former's hitting being but a pale reflex of olden times, although his cautious defence was quite an improvement on the slogging tactics which used to be a special characteristic of the veteran's play. Anton just reached double figures, when in attempting to play a ball from Lane, who had superseded Friend it was well taken in the slips by Clarke; and Toines had only added three to the score when Clarke clean bowled him, Hynes carrying out his bat for 16, the total score reaching 151. The second innings of the Garrison was commenced by Friend and Radcliffe who had a man to run for him to the bowling of Wilson and Bell Irving. The first named scored rapidly, so that after two overs an entire change of bowling was tried, Danman reliev-

ing Wilson, and Forbes (slow-round) taking the other wicket. The change proved effective, Friend falling to a good ball in Danman's second over. Mayne joined Radcliffe, but the play was exceedingly tedious, runs coming very slowly, the last named played a strictly defensive game. After scoring 10 Mayne was caught by Forbes in the slips off the fast bowler. Corporal Hutchinson was the next comor, but after making ten in four hits he fell to a victim to his slogging propensities and the wily Danman. Radcliffe was easily bowled by Forbes, having been at the wickets for nearly a couple of hours for seven runs. Clarke and Charley played good cricket, and for a long time defied the whole bowling resources of their opponents, which, by the way, was not of very high class. Tomes eventually got Clarke out leg before wicket, a rather strange decision, considering the character of the bowling. Lawford played well for 18 before being run out, but the principal feature of the innings was Charley's 63, obtained by correct cricket, almost without giving the semblance of a chance. The innings closed for 187, the match ending in a draw.

Full score and bowling analysis are appended:—

GARRISON.

FIRST INNINGS.		SECOND INNINGS.	
Lient. Friend, R.E.	c Dunman	15	b Dunman
b Wilson			12
Dr. Watslay, A.M.D.	c St.		
Croix, b Dunman	17	b Wilson	8
Lient. Charley, R.F. bowled St. Croix	8	c Wilson, b St.	63
R. F. S. Nod Clarke, O.S.D.		Croix	
b bowled Tomes	17	b w, b Tomes	30
Lient. Lane, R.A. bowled St. Croix	1	c St. Croix, b Carpenter	2
Corporal Hutchinson, R.F.			
b Hynes, b Dunman	26	b Dunman	10
Lient. Young, R.F. c Dunman	5	b Carpenter	0
Lient. Mayne, R.F. c Wilson, b Dunman	12	b Forbes, b Dunman	10
Lient. Friend, R.F. not out		b Forbes	7
Lient. Lawford, R.F. 1 b w, b Carpenter	4	b Forbes	
run out			18
Gunner Cockrell, R.A. c St. Croix, b Dunman	3	run out	
not out			8
Extras	5	Extras	10
Total	116	Total	187

CLUB.

FIRST INNINGS.		SECOND INNINGS.	
Mr. H. de C. Forbes, std.	Mr. A. Wilson, run out	Mr. W. Hynes, not out	16
Friend, b Cockrell	35	Mr. J. Bell Irving, b bowled Charley	9
Mr. F. A. Newington	10	Friend	9
Mr. A. Carpenter, B.N.	4	Mr. J. Ross Anton, c bowled Charley	2
bowled Charley	2	Clarke, b Lane	10
Mr. W. Danman, c and b Charley	3	Mr. O. A. Tomes, b Clarke	1
Mr. W. de St. Croix	20	Extras	3
Mr. H. F. Whyte, c	10		
Young, b Friend	35		

BOWLING ANALYSIS.

GARRISON—FIRST INNINGS.		DALLAS—MAIDENS. RUNS. WICKETS.	
Dunman	62	2	35
Tomes	30	2	17
Wilson	50	0	24
St. Croix	24	1	23
Carpenter	24	1	10
Danman bowled one wido.			
CLUB—FIRST INNINGS.			
BALLES. MAIDENS. RUNS. WICKETS.			
Charley	120	2	59
Radcliffe	10	0	10
Cockrell	65	2	38
Friend	65	0	26
Clarke	17	1	4
Lane	5	0	5
Wylie	10	0	5
St. Croix	20	0	23
Tomes	20	0	15
Carpenter	20	0	20
Wilson bowled one, Forbes two, and Whyte four wido balls.			

CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, 18th October.

I see that the Hongkong and Whampoa Dock Company's shares are declining in value, and no one, apparently, seems to be able to give a reason for the depreciation. Discussing the matter last night, I learnt that which would be sure to prejudicially affect the Dock Company's stock, although to what extent would, of course, depend entirely upon the effect it had upon the minds of the directors and shareholders. Then, again, I am not aware that these gentlemen are acquainted with the facts hereafter related, and certainly no mention of them has ever been made in any of the Hongkong papers; so that they may or may not have been the cause of a fall in Dock shares. It will be remembered, in Hongkong, no doubt, that the late secretary of the Hongkong and Whampoa Dock Company came out from England some time ago to the scene of his former labours, and, alighting at Whampoa, he proceeded to do work on ships in the Dock there. This, of course, soon came to the ears of the Directors of the Dock Company, and shortly after the ex-secretary left. But plenty of work was to be had for the asking, and a Chinaman (formerly also

in the Dock Company's employ) seeing his opportunity, embraced it, and, although I cannot say who is the proprietor, this Chinaman is running the concern, and with a considerable show of success. They do a lot of work, and I am assured by a friend who has seen some of it and who is competent to form an opinion, that it is well done. On a recent visit to Whampoa he saw one job just then finished, which amounted to \$5,000, and says that they have now a large barque in hand. Two steamers are said to have engaged the dock, and two sailing vessels are waiting to go in. The people at Whampoa say they have promises of work sufficient to keep two docks going for a year, and it is their intention, if things continue a few months longer as they have been for some months past, to rebuild one of the establishments and do work 30 per cent. cheaper than the Hongkong and Whampoa Dock Company. I see you find a possible reason for the fall of Docks shares in the report of a new dock company being started in Hongkong, but here at Whampoa is a real, live opposition, which, I am assured, is capable of being developed into an extensive concern, and one likely to be

Hongkong and Whampoa Dock Company—
3 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Company—\$24 per share premium, buyers.

China Coast Steam Navigation Company—
Tls. 162 per share.

Hongkong Gas Company—\$85 per share.

Hongkong Hotel Company—\$108 per share, sellers.

China Sugar Refining Company, Limited—
\$10 per share.

China Sugar Refining Company (Debentures)—
3 per cent. premium.

Hongkong Ice Company—\$128 per share.

Hongkong and China Bakery Company, Limited—
\$50 per share.

Chinese Imperial Government Loan of 1878—
14 per cent. premium, ex interest.

Chinese Imperial Government Loan of 1881—
3 per cent. premium.

EXCHANGE.

On LONDON—Bank Bills, T.T. 3/81

Bank Bills, at 30 days sight 3/9

Bank Bills, at 4 months' sight 3/9

Credits, at 4 months' sight 3/9

Documentary Bills, 4 months' sight 3/9

On PARIS—Bank Bills, on demand 4/8

Credits, at 4 months' sight 4/8

On BOMBAY—Bank, T.T. 2/23

On CALCUTTA—Bank, T.T. 2/23

On SHANGHAI—Bank, T.T. 7/31

Private, 30 days' sight 7/31

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD).

Hongkong, 19th and 20th October.

BAROMETER—1 P.M. 30.064

Do. 4 P.M. 30.020

THERMOMETER—1 P.M. 75

Do. 4 P.M. 75

Do. 1 P.M. (Wet bulb) 68

Do. 4 P.M. Do. 70

BAROMETER—9 A.M. 30.070

THERMOMETER—9 A.M. 69

Do. 9 A.M. (Wet bulb) 64

Do. Maximum 75

Do. Minimum (overnight) 68

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 19, KIANG-FING, Chinese steamer, 392, Holmes, Canton 19th October, Ballast—O. M. S. N. Co.

Oct. 19, MARIE ALFRED, French bark, 303, J. E. Bregeon, Quinhon 8th Oct., Salt—Chinese.

Oct. 20, PEKING, British steamer, 954, G. H. Drewes, Canton 19th Oct., General—Siemssen & Co.

Oct. 20, BRUTUS, German steamer, 460, Voeg, Haiphong 15th Oct., and Hoi-hong 18th, General—Robert Jack & Co.

Oct. 20, PEARL, American bark, 538, Howes, Whampoa 19th Oct., Ballast—Arnhold, Karberg & Co.

Oct. 20, PENG-CHAO-HAI, Chinese gunboat, from a cruise.

Oct. 20, LILY, British gunvessel, 700, Commander Carey, Yokohama, 3rd October, and Nagasaki 12th.

DEPARTURES.

Oct. 19, LORNE, British steamer, for Singapore.

Oct. 20, ASHINGTON, British steamer, for Bangkok.

Oct. 20, BUA CAO, Siamese bark, for Bangkok.

Oct. 20, SUNDA, British steamer, for Yokohama.

Oct. 20, INO, German bark, for Chefoo.

Intimations.

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CAPITAL SUBSCRIBED... 15,000,000 Francs.
CAPITAL PAID-UP..... 3,750,000 Francs.

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Hongkong, 7th September, 1881.

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ments, and the Northern Ports, includ-

ing Formosa; the Treaty Ports of China

and Japan; the Philippine Islands; the

British Colony of Hongkong; and the

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will also contain the Principal Treaties

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United States and the countries East

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nicipal Corporations will be applied to

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and Companies, Bankers, Merchants,

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Residents, will supply the necessary

matter to ensure correctness upon forms

sent for that